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Hongkong Daily Press.

ESTABLISHED 1857.

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[a1545]

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Casks of 375 lbs. net \$4.75 per Cask ex Factory.
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Hongkong, 14th August, 1903. [a339]

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MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
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860a

WANTED.

A FURNISHED HOUSE at the Peak,
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Hongkong, 7th April, 1904. [562]

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MESS in Kowloon. Best locality.
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Hongkong, 23rd April, 1904. [1084]

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as a going concern.
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Hongkong, 22nd April, 1904. [1074]

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The large CROQUET LAWN above the
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Nominal CROWN RENT.
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Hongkong, 21st September, 1903. [31]



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Hongkong, 16th April, 1904. [a35]

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Each bottle bears an Analyst's certificate.

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DELICATELY PERFUMED with the sweet odour of MITCHAM LAVENDER the bath has a new charm.
The addition of antiseptics REMOVES SKIN IMPURITIES, and frees the bath from the distressing skin troubles so prevalent in tropical climates.

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Apply to—
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DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

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PHOTO GOODS STORE,

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Hongkong, 21st December, 1903. [a38]

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Hongkong 3rd December, 1903. [333]

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DATES, FIGS, RAISINS, ALMONDS and NUTS.
STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,
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CHEESE.
YORK HAM and BEST ENGLISH BACON. TOYS. TOYS.

G. GIRAULT.

[a40]

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IT'S THIS WAY.

You pay a small sum down—say \$10.
Then \$5 every succeeding month.
And before you know where you are
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Showrooms:—

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Hongkong, 22nd April, 1904. [1016]

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Hongkong, 17th October, 1903. [10]

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file.
Terms: \$4 to \$10.00 per day.
R. MATTHEW,
Proprietor.

Hongkong, 6th May, 1903. [a218]

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H. HAYNES,
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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
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MANAGER.
Hongkong, 10th June 1903. [a1062]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
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MANAGER.
Hongkong, 31st October, 1902. [a49]

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All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from a Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
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THE MANAGER. [a224]

MACAO

AND

**CANTON
HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,
Proprietor.

[a607-1977]

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| CHATEAU HAUT BRION LARIVET ... | 20.00 | 22.00 |
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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

[31]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash.
Telegraphic Address: PARSIS. Codes: A.B.O. 5th Ed. Lieber's
P.O. Box, 33. Telephone No. 12.

BIRTH.
On the 17th April, at Ningpo, the wife of the Rev. W. H. ELWIN, of a son.
MARRIAGE.
On the 19th April, at the Cathedral, Shanghai, by the Rev. H. NEWCOMB, FLORENCE LOUISE, eldest daughter of W. J. MADISON, of Southampton, on Sea, Essex, England, to WILLIAM JOHN, eldest son of W. H. WARMSLEY, of Tientsin, North China.

The Daily Press.
HONGKONG OFFICE: 14, DES VOUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 26TH APRIL, 1904.
The much-vaunted question of Franco-Siamese relations seems at last really close to settlement. As our readers know, a new treaty has been concluded and only waits to have its terms put into operation. The abortive agreement of 1902 which, favourable though it was to France, did not satisfy the French Colonial party, has been superseded by another giving France further privileges, and the outcry of the grasping Colonials, if not entirely silenced, seems at least deprived of force. M. ETIENNE, the well-known writer on France's foreign affairs, had in a number of the *Dépêche Coloniale* early in March an article in which he pointed out the advantages of the new treaty. A great argument of the objectors was that France agreed to evacuate Chantaboon—in accordance with the treaty of 1893! In that year, when France and Siam signed a convention, it was stated at the end of the document that France would continue to occupy Chantaboon until the execution of the stipulations of the convention, "and particularly until the complete and pacific evacuation of the Siamese posts established both on the left bank of the Mekong and on the islands in the river, as well as those in the provinces of Battambang and Siem-Beap and within fifteen miles of the right bank of the Mekong." Now Siam claimed very soon after the signature of the treaty that she had fulfilled the conditions, but France has persisted in the occupation of Chantaboon in spite of all

protests. In 1902 she promised to give back to Siam this guarantee of good behaviour as she considered it, but of course the 1902 agreement fell through, and Chantaboon still remains French. The Colonial party have made vigorous denunciations of the idea of surrender, stating that France has spent about 12,000,000 francs in public works there, all of which will have been wasted if the place is restored to Siam. They have also alleged that Chantaboon is important to the defence of Indo-China in view of the war proceeding between Japan and Russia. Apparently they think that Siam will be emboldened by Japan's success to attack Indo-China—truly ridiculous though the idea may seem to us. However, M. ETIENNE pays little attention to such a suggestion, and says that Krat, the port on the coast further south, which by the new treaty is to be given to France, is worth at least as much as, if not more than Chantaboon, which is not a protection to Cambodia or to Indo-China generally. In his opinion the great disadvantage of the old treaty was that it left quite vaguely defined the frontier between the Great Lake and the sea. Krat now, however, becomes French, and while the 25-kilometre neutral zone of the treaty of 1893, sacrificed by the treaty of 1902, is still formally abandoned, the new treaty offers compensations which have their importance. Siam, it is true, has access now to the Mekong, but France receives concessions in the chief trading centres of the right bank. Railways may be constructed along the river wherever navigation is impossible. Likewise the grave question of French *protégés*, a fruitful source of irritation between France and Siam, is now settled. A very important concession made by Siam is that concerning the policing of the provinces of Angkor, Battambang, and Siem-Beap. The police service will be Cambodian, under French officers, which would seem to be tantamount to the recognition of local self-government under French control. If France, therefore, pushes through rapidly the railway system asked for by M. BEAU, Governor-General of Indo-China, and improves the river routes, these provinces will become commercially dependent on the French possessions in the neighbourhood. In fact (though M. ETIENNE does not make a point of this) the process of absorption of the three provinces into the Indo-Chinese Colony of France is likely to start as a result of the new treaty. All that Siam can hope to get from it, on the other hand, is the long-promised restoration of Chantaboon and a cessation of the open hostility of the French in Indo-China.

As is well known, the new Anglo-French agreement did not fail to take into consideration the views of the two great European neighbours of Siam. We have heard too details of the understanding on this point, but according to the outline furnished by REUTER in his telegram of the 11th instant, the two parties, "disclaiming all ideas of annexation of territory and being resolved to abstain from anything opposed to existing treaties, agree that their action shall be exercised freely in the spheres of influence east and west of the Menam basin respectively." It may be remarked that such language looks rather ominous for Siam. The "free exercise of action in spheres of influence"—the spheres defined by the Anglo-French declaration of January, 1896—will not leave Siam much say in the matter of administration of territory outside the Menam basin itself. But unfortunately Siam is so weak, and her best friends see so little hope of her regeneration, that her dependence, more and more, on her neighbours seems inevitable.

The English mail of the 26th March was delivered in London on the 23rd inst.

The Burnley, Lancashire, authorities have decided that children must not be allowed to dance the cake-walk, as it is demoralising.

An official report from the Governor-General of Formosa states that 834 cases of bubonic plague, with 589 deaths, have been reported in the island up to the 7th instant.

The visitors to the City Hall Library and Museum last week ending the 24th April were 254 non-Chinese and 54 Chinese to the former and 65 non-Chinese and 1,377 Chinese to the latter institution.

The *Manila Cablenews* describes a desolation from a steamer with the following headlines:—"God's Country" No Attraction—Third Engineer of *Lara* prefers the "Palm Trees and Those Spicy Garlic Smells."

For the first time this year a bad return has been issued by the Acting Medical Officer of Health with regard to plague. Dr. Pearce reports 8 cases in the 48 hours ending at noon yesterday. 7 of them fatal. All were Chinese, and two were imported.

The *Singapore Free Press* is much concerned because we do not spell the name of the *S. James's Gazette* with an *St.*, and therefore describes us as its "cassock, hassock, stained-glass window" contemporary in Hongkong. Doubtless it is the presence of stained glass somewhere in our system which causes our failure to see why we should write *St.* to please the *Singapore Free Press* any more than it should write R.G.A., Y.M.C.A., etc. to please us, instead of the R.G.A., Y.M.C.A., all stopples, which our contemporary affects. With a personal name, of course, we should take no liberties, and, in spite of our cassock, should not venture to spell *St. Clair*, e.g., or *Sinclair*, as *S. Clair*.

In connection with the loss of the British submarine boat A. 1, a home paper remarks that accidents with submarines have been very few. Soon after the Crimean War a French craft named the *Plogneur* nearly drowned the naval experts who took a test dive in her to the bottom of the Charente. In the American Civil War the most successful of the submarine boats employed by the Confederates destroyed herself in attack. The hapless vessel was found sticking in the hole which she had blown in the side of her opponent. Every one of the crew was drowned. In 1887, when the Campbell-Ash boat was tested in Tilbury Docks, the crew, including Sir William White, late Naval Constructor, barely escaped with their lives.

At the last attendance of Mr. Bertram Giles at the Mixed Court, Shanghai, on the 18th inst., prior to his departure to take up the duties of H.B.M. Vice-Consul at Canton, Mr. F. Ellis, for the English Bar, and Mr. C. R. Holcomb, on behalf of the American practitioners, made speeches, in which they expressed the admiration of themselves and their colleagues for the manner in which Mr. Giles had always conducted the business of the Court, and for the never-failing courtesy which he had always extended to the members of the Bar. Mr. Giles replied briefly, thanking Messrs. Ellis and Holcomb and the members of the Bar for the kind words they had spoken. In the Criminal Court a short adjournment was made in order to allow the members of the Police Force to bid farewell to Mr. Giles.

On the 16th inst. a meeting of the Shanghai Fire Brigade was held in the Town Hall to take action on the proposition to appoint a paid fire chief. The *Shanghai Times* gives the following account:—"There was a large attendance, every company being represented. After a protracted discussion, a vote was taken which resulted in 33 for and 21 against the resolution. Whereupon the French Brigade left the hall in a body, thus signalling their withdrawal from the Brigade. This move had been preconcerted. It is possible that the French Co. will be reorganised, and will only attend fires in the French Concession. It is limited in certain quarters that the Hongkows will take similar action in event of a paid chief being employed. The consensus of opinion among the firemen is that the Settlement should support a paid fire department. The resolution passed by the Brigade favouring a paid chief is only an expression of opinion and as such will be forwarded to the fire committee, and if reported favourably upon, to the Municipal Council for final action."

NAVAL NOTES.

DEPARTURES FROM HONGKONG.
The *Vongkang* and *Cressy* left yesterday morning. The *Rinaldo* left for Singapore yesterday.

U. S. FAR EASTERN SQUADRON.
The United States warships *Annapolis* and *Cincinnati* are to join the *Raleigh* at Chemulpo. THE "VASCO DA GAMA."

The Portuguese battleship *Vasco da Gama* has left the man-of-war anchorage and goes into dock at Kowloon.

A CHINESE GUN-BOAT.
The Chinese gun-boat *Chantung* passed through Hongkong Harbour, on her way from Canton to Samsui, yesterday.

PHILIPPINE REPRESENTATIVES AT HONGKONG.

The China and Manila a.s. *Rubi* arrived here from Manila yesterday afternoon with the members of the Philippine representative committee, 45 in number, on their way to the World's Fair. The party is under the supervision of Mr. Secretary Ferguson. They proceed to America by the *Siberia*, remaining at the Hongkong Hotel and elsewhere in the meanwhile. Arrangements for carrying the passengers on the *Siberia* were made several months ago, over 70 berths having been secured on that vessel. More berths were asked for, but the agents could not promise them, though they said they would let the Government have all the berths they could. The extra berths are for the wives and families of the committee. Fifty representative Filipinos were asked for as a proper number to visit the United States in the interests of the Government, but after a number had refused the commission did not fill the vacancies, hence there are only 45.

Since the departure of the Executive Secretary his position has been filled by chief clerk Mr. Carpenter, who takes charge of the office until Mr. Ferguson's return. Mr. Carpenter has been in the employ of the Government for a number of years.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

CHINESE CRUISER SUNK.

A SENSATION, BUT NO DETAILS.
SHANGHAI, 25th Ap., 3.29 p.m.
The Chinese cruiser *Haitien* has been sunk off the Elliot Islands.

[The *Haitien* and her sister-ship, the *Hatchi*, "the two biggest vessels in the Chinese Navy. Built at Elswick, they are of 4,300 tons displacement and 17,000 h.p. Their armour is 5-in., deck, and 6-in., gun-position. They carry two 8-in., ten 4.7-in., and twelve 3-pr. guns, and have 5 torpedo-tubes. Their speed is 24 knots and their complement 374 men. The sinking of the *Haitien* is a mystery. The Elliot Islands are in the west of the Corea Gulf, more than 50 miles from Dalny, and have been thought to be the Japanese naval base in the recent operations against Port Arthur. The *Haitien* may have been engaged in checking Chinese runners of contraband.—ED. D.P.]

REUTERS' SERVICE.

THE WAR.—RUSSIAN RETREAT.

LONDON, 23rd April.
News from Paris says that the Russians in the North-East of Corea are retreating rapidly.

ANOTHER MINE-DISASTER.

LONDON, 23rd April.
Admiral Alexieff reports that while launching under a launch, killing a lieutenant and some men.

THE PANAMA CANAL.

LONDON, 23rd April.
The contract, formally transferring the Panama Canal to the United States, has been signed.

THE STRIKE ON THE HUNGARIAN RAILWAYS.

LONDON, 23rd April.
The Hungarian Railway strikers number 30,000; the railways are almost paralysed; negotiations result in nothing, and foodstuffs in Buda-Pest are rising rapidly. The Government has called out the reserves of Railway regiments.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 23rd April.

HEALTH AND DRAINAGE.

The rains still continue, and cause a good deal of discomfort. The health of Canton is not, however, bad; no cases of plague have been reported, and there is little, if any epidemic disease in the city. The general verdict of the doctors is that the year has so far been remarkably healthy. In Shanghai, however, there has been a certain amount of ill-health. Several cases of typhoid fever and dysentery have been reported, and septic throats and fever cases are of frequent occurrence. This is attributed to the underground drainage system, which is to be altered during the year. The Municipal Council have decided to adopt the system of surface drainage, which although on the face of it, and indeed generally speaking, less healthy than the other, appears to be better suited to an island built up on sand, where there is constant sinking of the substrata.

ACCIDENTS.

A Mastiff accident occurred on the 20th inst., on the railway, and was unfortunately attended with the loss of two lives, and injuries to ten persons. Explosions, on a large or small scale, are, however, not infrequent where Chinese are concerned. On Wednesday a chapel in course of construction in the Sze Pui Lau collapsed, and several people were injured, so that there seems to be "bad joss" at work during this month. It is just a year since the great gunpowder explosion at Wing Chai, which attracted a good deal of attention at the time.

OFFICIALDOM.

News in the political world is scarce. There are vague rumours that the Viceroy will not remain till the end of the year, but in this case I think "the wish is father to the thought." Among officials Shum lacks popularity. One of his victims, the ex-Namhoi, fled last week from the country to escape the fate which was impending over him.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 25th at 11.30 a.m. The barometer has risen in China and in the Philippines, and has fallen in Japan, where however the greatest pressure is still found.
Gradients are very slight on the China Coast, and light variable winds with fog will probably be met with in the Formosa Channel. In the northern part of the China Sea the gradients are moderate, and moderate to fresh SE. winds will prevail there.
Forecast:—Moderate SE. to S. winds fine.

WAR NOTES.

TELEGRAMS TO SHANGHAI.

We take the following telegrams from the N.C. Daily News:—

"Tokyo, 17th April.—The Customs official at Syongchin reports that Russian troops have arrived there, but their number is unknown. Russians are appearing at Kyongyong, destroying the telegraphs. The situation is disquieting. The Japanese Consulate and residents at Syongchin have retreated to Gansan." [Syongchin and Kyongyong are both in the far north of Corea, in the province of North Hamkyong.]
"Tokyo, 18th April.—It is reported from Gonsan that 33 Russian cavalry reached Syongchin on the morning of the 16th instant, and immediately occupied the telegraph office. This is considered here as only a diversion on the Yalu operations. The departure of the Japanese Consulate and 58 residents from Syongchin was made at the eleventh hour, but most comportedly. Two Canadian missionaries and a Japanese pastor are remaining at Syongchin."

"Tokyo, 17th April.—Yesterday the Japanese Government despatched a steamer to Sakhalin to bring back the Japanese who have been wintering there."

"Tokyo, 19th April.—Japan's military preparations are steadily proceeding and the Japanese military spirit in North Corea is running high. The abatis, the wire entanglements, and the mines laid by the Russians on the right bank of the Yalu are regarded by the Japanese as child's play."

"Tokyo, 18th April.—It is stated on good authority that the military situation has been advanced for four months, thanks to the command of the sea having been obtained more early than was expected, and to the smart movement of the Japanese troops. This has undoubtedly caused a considerable disturbance of the Russian plans."

"Tokyo, 18th April.—In reference to the latest engagements at Port Arthur, it is understood that the laying of the mechanical mines on the 12th and 13th inst. was a resumption of the rather unsatisfactory attempt on the 10th of March. The Russians apparently ignored them, and thus incurred the disasters that befel them. It was a wonderful piece of work. The steamer *Koryo Maru*, commanded by mining experts and supported by destroyers, satisfactorily submerged the mines amidst excessively great dangers compared with those incurred in the bloody business."

RUSSIA'S STRENGTH AT PORT ARTHUR AND VLADIVOSTOK.

The following report about the strength of the Russian land forces in Port Arthur and environs is the latest to hand:—
Third Infantry Brigade ... 8,000 men
Seventh ... 5,000
One Company Cossacks ... 150
Two Companies Artillery ... 600
Two Battalions Sappers and Miners ... 1,000
Heavy Artillery—one brigade ... 2,400
Half Battalion Sappers and Miners ... 300
Torpedo Corps—one Company ... 200
Total 20,650

In Vladivostok it is stated that there are at the present moment 8,000 infantry, consisting of the 29th, 30th, 31st, and 32nd regiments, besides a brigade of heavy field artillery.

MISCELLANEOUS.

The *Mercury* publishes the following telegram dated Chefoo, 10th April:—Forty Japanese vessels were sighted last night proceeding in the direction of Port Arthur. They are probably bound for the Liaotung Gulf.

The Waiwupa has issued instructions to Teang Chi, Tartar General of Fengtien (Lower Manchuria), to keep "strictly neutral in all things" in the present war, even although Russians should attempt forces to obtain assistance from the Chinese authorities in Manchuria; sets watch word give cause to Japan to protest and so render things dangerously unpleasant for China. "China," continued the Waiwupa's instructions to the Tartar General, "having decided upon a course of strict neutrality, any attempt of the belligerents to force the Chinese authorities to break this neutrality must be protested against and opposed to the last breath."

It appears that Captain Crown, the Scottish-Russian ex-commander of the gunboat *Mandjour*, was on board the *Petropavlovsk* when she was blown up. He went from here to Japan, and was on his way home by rail to St. Petersburg when Admiral Makaroff asked him to come to Port Arthur, and he was with the Admiral on his flagship in the engagement last week. Captain Crown made many warm friends at Shanghai, where his untimely death is very much regretted. The N.C. Daily News says.

The Chief of Police at Vladivostok has issued a notice stating that all Japanese in the port ought to have already left the place. As, however, there were reports that Japanese were still in Vladivostok under the disguise of Chinese or Koreans, the inhabitants were warned against concealing or harbouring them under pain of very severe punishment.

At present there are three Russian military centres at Fengtien, namely, Tachienow, Liaoyang, and Fenghuangcheng, which constitute the second defence line of the Russians. All the native shops in Fenghuangcheng have been closed. The Russians are building more forts there, and the Chinese were forced to work with little or no wages, in face of great danger and much hardship. Every five Chinese were under the supervision of a Russian soldier, sword in hand.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held at 3 p.m. to-day.
BUSINESS.
1. Financial Minutes. (Nos. 24 to 26).
2. Report of the Finance Committee. (No. 5).
ORDERS OF THE DAY.
Third reading of the Bill entitled An Ordinance for the Reservation of a Residential Area in the Hill District.
A meeting of the Finance Committee will be held immediately after the Council.

A PERILOUS VOYAGE.

ADVENTURES OF THE "SADO MARU."
A Daily Press representative, from a visit to the Nippon Yusen Kaisha a.s. *Sado Maru*, gathered some interesting details of her voyage from Europe to Hongkong.

When the war broke out the *Sado Maru* was at London with a general cargo aboard for the Far East. What was to be done? Russian warships, it was said, were infesting the waters of the Mediterranean and Western Islands. Clearly, the voyage to Japan would be a dangerous one. To begin with, all the merchandise was discharged, the vessel subsequently, on the 17th February, going to Cardiff for coal. At the Welsh port she ballasted with smokeless "black diamonds," leaving for Cape Town on the 28th February.

RUNNING THE GAUNTLET.

The steamer, of course, did not advertise her departure, but slipped out of the narrow waters of the Irish Sea into the vast Atlantic almost unknown to anyone. Her Japanese characters on the bow were painted out, while the course taken was a very wide one. Engines were not by any means opened out, but on the other hand the vessel's speed was hushed, the twin screws simply churning the water so as to drive her along at a very moderate speed. The engineers, however, had always to be ready for firing-up. Thus, while there were little or no risks of a break-down, the good ship was always prepared to show a clean pair of heels to anything "her own weight"; she could have done 14½ or 15 knots at a push.

UNDER COVER OF MIST.

Approaching the vicinity of the Western Islands there was, naturally, great excitement. There had been reports that an enemy's ship was lurking somewhere around Tenerife, waiting to send shells across the bows of any ship flying the "Rising Sun." Luckily the sky became murky and a most agreeable, under the circumstances, "pass-out" fog set in. Under cover of this no one entertained fears for the vessel's safety, and the danger point was soon passed.

When the weather cleared a long line of smoke showed far down on the horizon, that being the only part of a ship, enemy or otherwise, seen on the voyage.

TRIOUBESOME NEWSPAPER MEN.

Arriving at Cape Town on the afternoon of the 22nd March the vessel was besieged with reporters from local dailies, all demanding news of the first Japanese merchant steamer to visit the port.

"Yes," said our informant, an Englishman, by the way, "the *Sado Maru* was the first Japanese freighter to point her nose at Table Mountain."

A VISIT TO DURBAN.

Orders were awaiting Capt. Anderson to proceed at once from Cape Town to Durban, Natal, for bunkering purposes. Steam therefore was kept up, and the anchor was weighed next day. At Durban the ship went alongside, allowing inhabitants to walk aboard with admiration for what they were pleased to call the "Oriental Britain," treated the visitors extremely well.

THE VOYAGE EAST.

Setting out from Durban on the 30th March, Capt. Anderson again used his former caution, going wide of the track of steamers. This circuitous route terminated on the 10th April, when the Sunda Straits were reached. Two days later Singapore showed up, the vessel proceeding on her passage to Hongkong next day, the 19th inst. She is now loading merchandise for Japan, at the Kowloon Wharves.

The report that the *Sado Maru* was chased in the Mediterranean by a Russian cruiser when on her recent voyage home is false. War had not then broken out.

CHINESE LABOUR FOR THE RAND.

SIR HIRAM MAXIM'S VIEWS.

In a letter to the London *Daily Mail*, Sir Hiram Maxim, the famous inventor, says:—
The Chinaman is the most skillful agriculturist that the world has ever known; he can get more than twice as much out of the soil as any white man that ever lived; he works more hours in the day and more days in the year than anyone living. He is the most peaceful and law-abiding man to be found in any country in the world, but, curiously enough, the very things which are considered virtues in the white man are considered vices in the Chinaman. In the United States of America it has been pointed out time and again by Chinese officials and writers that the Chinese in the United States of America are the most peaceful and law-abiding of foreigners to be found in the country. The people who were instrumental in his expulsion were not even honest enough to tell the truth; they pretended that the Chinaman was excluded on account of his vices, but as he had no trace of what would be considered a vice in a white man, a general assertion of unspeakable vices were manufactured for the occasion, his persecutors evidently believing that the end justified the means. I am strongly of the opinion that if the best, most peaceful, and law-abiding working man that the world has ever known is once introduced into Africa and his excellent qualities understood and realised, he will be appreciated; Africa will manage somehow or other to profit by his matchless skill and industry, and the Chinaman will eventually become a fixture in South Africa. Perhaps there is no country in the world where he would be so much good; what a shame, then, that we are not brave and truthful enough to treat him like a man instead of like a dangerous wild beast!

MANILA NOTES.

THE LUKBAN CASE.

Judge Windrop has handed down his decision in the case of the United States v. Vicente Lukban and Cayetano Lukban. The court found them guilty in the manner and form of the indictment. He sentenced the defendants to five years' imprisonment each, a fine of one thousand dollars each, and between them to pay the costs of the prosecution.

The defendants appealed to the Supreme Court and were admitted to bail in the sum of eight thousand dollars each.

Dr. Justo Lukban, practising at Wyndham Street, Hongkong, is a brother of the two defendants, and, it will be remembered, is accused of giving Ricarte, the Filipino outlaw, money to assist him to return to the Philippines. The Supreme Court proceedings will be interesting.

A LATE LANAO GUNBOAT.

Mr. D. Trumbull, engineer for Farnham, Boyd and Company, is going to Mindanao to superintend the setting up of the gunboat on the lake.

FRANK JOHNSON.

The Veteran Army of the Philippines has again come to the front in the matter of looking after its soldier dead. It has been informed that one of its members, Frank Johnson, died at the legation hospital in Canton several weeks ago, and efforts will be made to have the remains returned to his home in the United States. Johnson was formerly engineer of the fire department at Manila, and was a member of Lawton Post, No. 1, V.A.P. He came to the islands as a member of the 1st Washington Volunteers in 1898, and when that regiment was returned home he cast his lot among those who had decided to remain in the Orient. Later he went to Canton, where he was employed as an engineer on the Canton-Hankow railroad.

CUSTOMS APPEALS.

Several important decisions have just been handed down by the Court of Customs Appeals. One of the decisions deals with a protest made by the firm of Messrs. Warner, Barnes and Company against classification made of a steam separator. The separator had been classed "as other machinery and detached parts not otherwise provided for." The court held that a separator used in a sawmill is not dutiable under the rules as it is sawmill machinery.

THE MULE CASE.

C. M. Hulet, charged with being one of the parties who had committed fraud upon the Government in the purchase and purchase of mules for the use of Manila City, pleaded not guilty. The arrests in the case were made some months ago, when it was stated that four mules in a lot of thirty-six that were inspected and accepted were not sound and not worth the price that was being paid for them. Several witnesses were examined, and stated that as a lot of thirty-six mules were worth the price paid, an average of one hundred and fifty dollars each, as some were worth much more than that figure and others less. The case was adjourned.

A PROPOSED PARK.

The municipal board has taken up the matter of making a park out of the exposition grounds, on Calle Padre Ferrer and Herran, Malate, which was proposed some time ago by the insular Government. The insular Government was willing to give the ground if the city would maintain it as a park. The secretary of the board has been authorized to inform the executive secretary that if the ground in question is to be devoted to school purposes, the city is willing to maintain a park about the building, but if the ground or any part of it is to be used for hospital purposes, the city is not inclined to make the improvements suggested, as the park would not be available for popular use.

CORRESPONDENCE.

BAND PERFORMANCES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th April.
SIR,—Judging from the various letters appearing in your columns to-day on Band Performances in public it would seem that my letter has unwittingly given rise to some misunderstanding. That bandmen should be remunerated for their services is both reasonable and just, but that the permission to perform should be characterised as a privilege or kindness I will never admit. "Griffin" should remember that as the services of bandmen are only lent by the State and not given, the control by officers over these services can at best only be partial and by no means absolute. In a colony like Hongkong, where amusements are few and far between, the absence of a band performance usually means to hundreds of ladies and children (to say nothing of men) the privation of an innocent and agreeable form of amusement, and it was chiefly for their benefit that my remarks were intended. I ask any of your readers whether it is not deplorable that whilst officers raise no objections to their bands contributing to swell the pockets of hotel companies, that a public performance, on the average about once a month, and lasting for two hours, should be looked upon as a gross enormity. Napoleon once said that there was but a step from the sublime to the ridiculous, and the attitude of officers in regard to this matter is fast assuming ridiculous proportions. Yours, etc.

SEMIDREVE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th April.
SIR,—"Bandman" being under the obligations imposed by the Army Act on soldiers and officers alike to obey orders whether they appeal to him or not. Surely occasions in which the performers in the Band are put to personal expense must be very rare indeed. He should note that in my first letter I advocated suitable remuneration for the Bandmen.

My attention is next claimed by "Savvy." Well might I cry out, "A Daniel, eye a Daniel come to Judgment!" I am indeed flattered that such an erudite scholar should so tersely and accurately define the meaning of that very ambiguous term "pittance" which I used. I presume "Savvy" values his safety even more than his shickles. Why, then, grumble at the bill for that safety and which, large as it is, is only a fair proportion of the whole cost of garrisoning this Island?

With some trepidation I venture to suggest for "Savvy's" consideration that "the whole is greater than the part" (Euclid, Book I, Axioms), and that although the whole military contributions may exceed one million dollars, the part, as represented by the average tax-payer's disbursement under the above head, may still be described as a "pittance." Q.E.D.

I further challenge either "Semidreva" or "Savvy" to publish the exact amount they, in any one year, have personally paid to the military contribution as apart from the other taxes for which they are liable to taxation.—I am, Sir, &c.

GOLD LACE.

SUPREME COURT.

Monday, 25th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

CLAIM AGAINST HANKOW MERCHANT.
Chan Yik Chuen, merchant, 48 Bonham Strand, claimed under a writ of foreign attachment the sum of \$5318 due by Cheung Yik Hong, merchant, Hankow, Mr. F. W. Slade, barrister-at-law (instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker & Deacon, solicitors), appeared for the plaintiff.

His Lordship asked if there had been a writ of summons served on the defendant?
Mr. Slade answered No; the expense of serving a writ at Hankow was too great.

His Lordship remarked that it was not usual to begin on a writ of foreign attachment in that way.

Mr. Slade admitted that it was unusual. But in this particular case they had told the defendant by letter that they were going to attach his property, so he knew all about it—he knew everything.

His Lordship—You are proceeding under Section 469 P.

Mr. Slade—Yes. Continuing, he said that on 23rd July, 1903, defendant owed plaintiff in respect of transactions between them a balance of 19,211 taels. Between that date and the 11th September plaintiff sold goods for the defendant to the value of 15,382 taels and retained the proceeds. Deducting these proceeds from the original sum due there was still due 3829 taels, equal to \$5318. It appeared that the plaintiff acted as agent for defendant here in Hongkong since about 1890, and very large transactions had passed between them. In the middle of last year the account between the parties stood at 19,211 taels in favour of the plaintiff. In July plaintiff sent in an account to the defendant showing the state of the account between the parties. On receiving this account the defendant in reply wrote a letter in which he admitted that he owed money to the plaintiff though he did not specifically mention the amount, but asked for time and suggested that the amount of goods in the hands of the defendant would be enough to settle the account and leave a balance in his favour; if that did not turn out to be so he hoped they would give him time to pay off the balance due. As a matter of fact it turned out that these goods when sold were not sufficient to pay off the whole of this sum of 19,211 taels; the balance outstanding was now being sued for in this action.

Lam Li Kok, manager of the Yee Shun firm of which plaintiff is sole partner, proved the account.

Li Yu Mui, garnishee, deposed that he was in possession of 2,881 taels belonging to the defendant.

His Lordship gave judgment for the plaintiff with costs, and directed that execution be issued against the whole of the property attached.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE).

AN AUSTRALIAN CONTRACT.

Wen Koon Kwai sued Chuen Soong for the equivalent of \$567.50.

Mr. F. X. d'Almeida e Castro, solicitor, appeared for the plaintiff. He stated in opening the case that some time in June or July last both parties were residing in Geraldton, North Queensland. Defendant asked plaintiff if he would like to invest money in a share in a certain firm in Hongkong, the share to cost £50. Plaintiff consented and handed over the money which was duly despatched to Hongkong, the agreement being that he should get a share certificate or book or else that the money be returned. In November defendant left Geraldton and came to Hongkong. A few months afterwards plaintiff also came over to Hongkong and asked defendant for his share scrip. Defendant replied that he had not got it. Plaintiff then asked for his money back, and defendant told him the money was all lost as the firm into which it had been put had smashed. He now sued for its recovery.

His Lordship after hearing evidence gave judgment for the plaintiff with costs.

POLICE COURT.

Monday, 25th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

THE BONHAM STRAND FIRE.

For being found on the first floor of No. 3 Bonham Strand (next to that burning) during Sunday morning's fire, evidently with intention to steal, a Chinaman was sentenced to a month. Another Chinaman, charged with stealing a purse, a new arrival from China, was sentenced to 21 days' hard labour, six hours in the stocks and banishment. Fires seem to be quite a wind-fall to rogues and vagabonds.

THEFT.

Twenty-one days' hard labour and six hours in the stocks was awarded a Chinaman for stealing an opium-pipe. Stealing pipes, by the way, seems quite a favourite occupation. Another man was charged by a Chinese student with stealing a pipe. The student, of course, "did not smoke himself; he kept opium for his friends." Defendant, who was convicted for unlawful possession, was required to pay \$20, or six weeks and six hours' stocks.

RUSSIANS AT HONGKONG.

Three Russian vagrants were sent to the House of Detention. The men were stranded from various ships, one of them being a deserter from the *Queen Louise*. It appears that they applied at the Russian Consulate for assistance, volunteering to fight for their country, but the Consul would have nothing to do with them!

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

RETURNING FROM BANISHMENT.

A man charged with stealing a watch, chain, and some other things was discovered to be an individual who had returned from banishment. He was sentenced to 14 months, 12 of which was credited to the banishment account.

ALLEGED STEALING TREES.

Some very curious articles, brought forward as evidence, at times find their way into the Police Court. Yesterday morning of all things imaginable a tree was dragged before Mr. Kemp. A Chinaman charged some of his neighbours with stealing it. The case was remanded.

CHARGE AGAINST A SHIP'S CAPTAIN.

A Marine Court of Enquiry sat at Singapore on the 14th inst. to enquire into a charge of neglect of duty preferred against Capt. Primrose, the Master of the s.s. *Ban Whatt Soon*, while in the command of the vessel. W. Ramsay, chief officer of the *Ban Whatt Soon*, stated that they were entering Rho Straits about 8 p.m. on Feb. 12. The *Karass* light was just in sight. The captain and serang, relieved witness who went below till 10 past 9. The serang then came below and called witness and he went on the bridge. Witness saw the *Karass* light well on the starboard bow. That was running into danger. The captain was lying on a chair between the two compasses on the bridge. Witness put the helm hard aport and got the light a little on the port bow. He then tried to wake the captain by shaking and pulling him for five minutes. He got up and said, "Where is she?" Witness replied that the serang had called him out of his bed, and if he had not come on the bridge the ship would have been ashore. About 9.20 p.m. the captain altered the course to N. by E. The captain was walking on the bridge when witness went below. The captain seemed in a very dazed condition when awakened. Witness had seen him drinking that night. Witness was not prepared to say that he smelt of liquor. On March 6 they were stuck on the bar at Pontianek. They had been ashore there since the 2nd or 3rd. On the 6th the vessel was moving her engines from 6.30 to 8.30 a.m., but the vessel did not move. The captain then lay down in his chair and called to the boy to bring breakfast. The boy did so, but could not awake the captain. Witness also spoke to him, but could get no answer. He lay there till 2.30 in the afternoon in the sun and got his chest scorched. He had been drinking whisky or brandy all the morning. Cross-examined, this witness said the agents had offered witness the berth of captain, but he said he would not take it on the same pay that the captain had received.

More witnesses for the complainant were called.

Capt. Primrose, in his defence, denied the charges *in toto*. He called Mr. David, a passenger, as a witness to support his denial. Capt. Wynne, of the s.s. *Sambas*, who offered to tow the *Ban Whatt Soon* off the bar at Pontianek, stated that he was two hours on board talking to Capt. Primrose, but they did not come to terms. Capt. Primrose was then perfectly sober and did not look as if he had been on a drinking bout.

After a few minutes' deliberation the Court announced that they fully exonerated Capt. Primrose.

THE NEW STRAITS GOVERNOR.

His Excellency Sir John Anderson, the new Governor of the Straits Settlements and High Commissioner of the Federated Malay States, arrived at Singapore by the P. & O. s.s. *Chusan* on the 18th inst. Flugs fluttered gaily from every pinnacle in the city. The band of the Manchester, arrayed in all the glory of red tunics and white helmets, took up their stand on the pier. A detachment from the same regiment was drawn up at attention ready to salute His Excellency, while outside the Volunteers were formed into line. Even the policemen had donned their gala uniform, and what with the flashing uniforms of the officers, the jingle and glitter of the accoutrements, and the costumes of the ladies, the scene at Johnston's Pier was wonderfully gay.

FRANCE AND GREAT BRITAIN.

The *Standard's* Paris correspondent writes:—M. de Lanesan, the former Governor-General of Indo-China, who was Minister of Marine in the Waldeck-Rousseau Cabinet in June 1899, only a few months after the Fashoda incident, has ventured to explain to his countrymen, in the *Siecle*, the real reason which induced the French Government to yield to the demands of England in 1898. After referring to the secret Diplomatic Despatches in which the Russian Government, on that occasion, promised to support France in a war with England, he declares that though he has serious reasons for believing that the story contains inaccurate statements, he considers it superfluous to correct them, because, even as they stand, they show that Russia loyally warned the Republican Government that she could not do more than make a diversion on the Indian frontier, and that not at once, but only in the following year. The S. Petersburg Government accordingly advised France to try and gain time. In M. de Lanesan's opinion, the attempt to make France believe that, because Count Muraviev said to President Faure "If you fight, we will fight," makes it incumbent on him to show what risks the French would have run had they relied on the military support of Russia and broken off diplomatic relations with Great Britain. Writing with the authority of a man who is sure of the facts, he says:—

"The very minute after the rupture, the English squadrons would have been in front of our ports in the north and in the Mediterranean, and a body of troops, which were at Malta ready to start, would have landed in Tunis or Algeria at some point where it would have been difficult to oppose them; Bizerta, for instance, which had not yet been organised. At the same time our defenceless colonies would have been simultaneously attacked in all the seas by the English Naval Divisions, against which it is perfectly well known that our means of opposition were practically nil.

"All our squadrons in the North Sea and Mediterranean were not at that time, in a condition to hold their own against those of England, as they were ill provided—it is no longer a secret for anyone—with a number of necessities, to say nothing of projectiles, as, in a word, we were no more in a position to carry on naval warfare in European seas than a colonial war in the Far East or elsewhere, a rupture of relations with England would have been followed by prompt and grievous disasters. It is painful to recall these circumstances, and I do it with regret; but it is indispensable that all who really care for the interests of the country should bear them in their mind when, with the object of dragging us into another adventure, someone, whose identity should be made known, is causing narratives and diplomatic documents to be published in the Press."

Referring to the loyal admission of Russia that, in the event of war, she could not reach the Indian frontier before the second year of the campaign, M. de Lanesan recalls the fact that, in 1891, partisans of a war against England spoke of the grave uneasiness the British Government would feel at the idea of Russia invading India, while the English fleet and armies were occupied with the French in Europe. Anyone with the slightest knowledge of the country must know, says the Minister, how difficult it would be to traverse the mountainous regions of Afghanistan, where England has friends ready to defend their own independence. M. de Lanesan proceeds:—

"I have myself seen at Peshawar, perhaps the only point where an army coming from the north could penetrate into India, the accumulation of provisions, artillery, and arms of all sorts, which England has provided there, in view of an attack. I have also seen the troops, who keep there permanently, and the barracks which have been constructed for troops which could easily be concentrated there by the railways, at the very first alarm. When in 1898 I read in the warlike newspapers about the pretended uneasiness of Great Britain, as to a possible invasion of India by Russian troops, I wondered which of the two, the ignorance of the writers or their confidence in the public credulity."

M. de Lanesan is inclined to believe the correctness of the account published in England of the interview said to have taken place in London between M. de Courcelles and Lord Salisbury, who is reported to have replied to the French Ambassador:—"I know all that, and I have taken all the necessary measures." M. de Lanesan says:—

"What he certainly knew best was that Russia could not then be of any use to us in the European seas; that all she could attempt would be to make a diversion against India, and that there the English had nothing to fear."

Referring to the assurance said to have been given by Count Muraviev to President Faure in 1898, "If you fight, we will fight," and the argument that France must, therefore, take up arms in favour of Russia now, the ex-Minister writes:—

"All that is very serious, because Russia's inability, in 1898, to give us any effectual aid exists at the present moment for us in the same degree. Everyone knows this. Why, then, do people publish narratives and documents calculated to mislead public opinion by making Frenchmen believe that we are engaged to Russia by the promise she is alleged to have made to us in 1898, and that we should commit an act of ingratitude if, to-day, we do not do for her what she did for France then. Since, according to M. de Lanesan's assertions, we have no written engagement which obliges us in any case to make an armed intervention, and since that intervention is impossible, why are attempts made to induce people to believe the contrary? Who is it that publishes narratives and confidential documents intended to thus mislead Frenchmen? In a word, who is urging France towards a war which she does not want, and which she cannot want? Who is the instigator?"

SHIPPING NOTES.

The German s.s. *Borneo*, Capt. E. Muhle, left Sandakan on the 21st April, 1904, with a full cargo of timber and general and arrived in Hongkong on the 25th April at noon. In the Sulu Sea had moderate N.E. winds, occasional rain showers and moderate sea. In the China Sea up to 19 N. experienced light Ely winds, light N.E. swell and clear sky, from there into port smooth sea and light N.E. swell.

The *Itubi* from Manila and the *Borneo* from Sandakan report fine weather.

COAL.
The *Crown of Arragon* from Cardiff has 2,700 tons of coal aboard.

SALT.
The French steamer *Melita* arrived from Kwongchow yesterday with a cargo of salt for Messrs. Bradley & Co.

CARTRIDGES.
The Hamburg-America s.s. *Strasbourg* arrived from Hamburg with a large quantity of cargo, including 749 cases of cartridges.

KODAKS! KODAKS!! KODAKS!!!

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Four Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

THE PASSAGE OF LAKE BAIKAL

WAR DEMONSTRATIONS IN RUSSIA.

TRANSPORTATION DIFFICULTIES.

Before many weeks now (says a recent issue of the *Graphic* to hand) the spring thaw will have set in and the ice-breaking steamers will be at work, smashing a channel for themselves across Lake Baikal and transporting the trains bodily from station to station on either side—a steam train ferry on a large scale which originated in the land of big things, the United States; but during the long and terrible winter when the Baikal is frozen, the journey across is generally made by sledge. A railway has been laid over the ice under the stress of the war, with its enormous demand for men and material for the Far East, and both by sledge and by train the resources of Russia have been and are pouring forth along the whole vast line of route from S. Petersburg and Moscow to Vladivostok and Port Arthur.

The journey is severe and trying, but the arrangements of the Trans-Siberian Railway, carried out regardless of expense, are extremely good; the enormous natural difficulties have been successfully overcome, and travellers are surprised to find not only comfort but luxury at the principal stations. One of the most remarkable is the Resthouse, built in the middle of Lake Baikal upon the ice during the winter months, at which the travellers by sledge and rail stop for warmth and refreshment during the long cold passage across. Here, as everywhere, warmth is the great want, and it is secured by two potent helps—stoves and felt-lining.

Reuters's correspondent at S. Petersburg says a telegram from Vorkhi Udinsk states that the transport of troops across Lake Baikal is going on quite smoothly. All the rolling stock required for use in Eastern Asia has now been brought across Lake Baikal, and the last engine has been taken over to the other side.

Captain Yolets, writing from Ledokolnina on March 4th, says:—

"Since the beginning of the war we have been concerned with the question of the transport of troops through Siberia, and especially through the Baikal district. From the Baikal Station, which is on the west side of the lake, two hours' distance from Irkutsk, could be seen an interminable line of two-horse sleighs. At one place there is a shed where travellers, by simply signing a receipt, are provided with fur overcoats and boots, which are returned at Ledokolnina.

"From the start a novel spectacle was unfolded before our eyes. Horses harnessed with four ropes dragged light railway trucks, either empty or loaded. This is an idea of Prince Khilkoff, Minister of Ways and Communications, who had at first thought of making use of locomotives for traction purposes, but the first engine which ventured on the ice crushed through, owing to its weight, and disappeared into the lake. It was then that animal traction was resorted to. The soldiers are carried across in sleighs with parties of four. Excellent order is kept. The rumours circulating in S. Petersburg concerning soldiers alleged to have been frozen to death are unfounded, and provoke laughter when mentioned here. The erection of heated sheds at an interval of every three or four versts on the road across the lake, a distance of forty-four versts, shows the solicitude of the Minister of Ways and Communications in this respect.

"Half-way across there is a refreshment booth where hot food and spirits can be procured. During our crossing we heard several loud reports similar to those of guns. It was the ice, which in 25deg. of frost was cracking. Several of the cracks we found to be over 7ft. wide. In order to prevent travellers from being lost in the snowstorms bells are rung at all the sheds on the route, which is lit by lamps, and flanked with telegraph posts. As you can judge, the passage of the Baikal is very well organised, and there is hardly any danger of being frozen en route."

LORD ROBERTS AND THE NEW PACIFIC.

At a meeting last month in the Royal United Service Institution to hear Dr. T. Miller Maguire lecture on "The New Pacific from a Strategic Point of View," Lord Roberts, who presided, said that there was one point to which he would especially invite their attention—namely, that it was to the Pacific that the centre of international gravity had now shifted, and that it was mainly in that direction that the dominating factors would be found when any serious future complications arose. In Japan we found, perhaps, the most wonderful instance of national new birth which history had ever recorded. Less than forty years ago those comparatively small islands were scarcely in touch with the outer world, and strategically were a negligible quantity. To-day Japan was a nation whose alliance we were proud to possess (hear, hear), and she esteemed herself powerful enough to enter singly into a contest with a European Power which had the strongest army in the world, and the bravery of whose soldiers was only equalled by their hardness. Within the last few years Russia's hitherto undeveloped possessions had been brought into direct communication with S. Petersburg by a railway close upon 6,000 miles in length. Other nations had not kept aloof from that region. France had possessed herself of the territory known as Indo-China, Great Britain had acquired Hongkong and Weihaiwei, and Germany Kiao-chow. Then, again, one hundred years ago Australia was considered a waterless waste. Now it was a flourishing continent, the colonies of which four years ago nobly came to the aid of the mother country in her hour of need (hear, hear). Crossing to the Eastern side of the Pacific, there was the same extraordinary development and progress which also changed the old strategic conditions. The Pacific had been connected with the Atlantic by nine lines of direct railway communication; but valuable and important as those were from the strategic point of view, they would be surpassed when the canal was made through the Isthmus of Panama. Then, indeed, the old strategic conditions would be changed (hear, hear). He called attention, also, to the fact that two submarine cables had been laid from shore to shore, the one all-British, from Vancouver to Australia, and the other belonging to the United States, from San Francisco to Manila.

One of the Times Russian correspondents writes:—

The war manifestations held in the large towns serve to show that interest in politics has of late spread extensively among the inferior classes. These demonstrations provided an opportunity for outward expressions of public opinion, and consequently what was at first encouraged by the authorities has now been suppressed. Thus the students of S. Petersburg University were urged to give voice to their approval of the war, but out of the 5,000 to 6,000 students there were barely more than 200 who signed the address to the Tsar. When these students went to cheer outside the Winter Palace they were met by Adjutant-General Kleigels, who advised them to disperse; "for," he said, "if you persist, your enemies will also come here and make a scandal, to your and our discredit."

What was thus avoided at S. Petersburg occurred at Odessa, where the students who are members of the Social League gathered near the University building to cheer for the war. This Anti-Semite and loyal organisation was thereupon attacked by the others students, and a free fight ensued.

At Moscow the patriotic manifestations used to begin every evening between 10 and 11 o'clock. Portraits of the Tsar were carried about by groups of individuals, who insisted that everyone should take off his hat on passing. Those who failed to comply had their hats knocked off. Every day these brawlers became more and more numerous and violent. They sometimes even insisted on the removal of ladies' hats. For five or six days these scenes continued and lasted till the early hours of the morning. At last the crowd, comprising many drunkards, proceeded to the Palace, and as the Governor-General failed to appear at the window, they hissed and hooted. The police, in endeavouring to disperse this mob, were severely handled, and many constables were hurt. The next day the Governor-General issued an appeal to the people to resume their usual work quietly, and a large force occupied the streets to prevent further manifestations.

The loyalist students of the Kieff Polytechnic Institute also attempted a demonstration. They hired a band to play the national hymn; but the students themselves began to hiss. A fight between the two parties ensued, and many students were seriously injured. It is expected that the institute will be closed. In the meanwhile the police now forbid any sort of manifestation in the town.

At Vilna and at Rostoff on the Don the police actively organised loyalist manifestations, especially in the theatres. The workmen employed on the State railway were forced to attend a *Te Deum* and to address felicitations to the Tsar. All this has now been abandoned as too dangerous. The Governor of Nikolaioff and Vice-Governor Anashtchevsky of Kharkoff have also issued orders to the inhabitants of these towns to cease their patriotic manifestations. It is thus evidently apprehended that the manifestations which so naturally occur in war time may in Russia serve to weaken rather than to strengthen the hands of the Government.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A
PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION.

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram Address: Press, Codes: A.B.C., 5th Ed. Editors. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TO LET.

No. 11, KNUTSFORD TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGE. CO., LD.
Hongkong, 26th April, 1904. [1097]

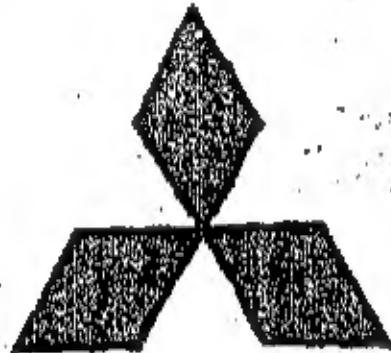
THE TRADE MARKS ORDINANCE 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that Messrs. WENDT & COMPANY, of Victoria, in the Colony of Hongkong, have on the 8th April, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS, viz.:

(1) An oval representation of the journey of Soo Moo in captivity tending sheep in the land of the Tartars. The whole being surrounded by a Dragon Pattern Border.
(2) An oval shaped pictorial representation of nine Chinese singing girls in a balcony making music on various Chinese instruments, the surrounding and costumes being those of the Shanghai District, the whole is surrounded by an ornamental border in the name of the said Messrs. WENDT & COMPANY, who claim to be the sole proprietors thereof.
The TRADE MARKS have been used by the Applicants in respect of the following goods, in the following class, viz.:

Metal Trays in Class 13.
Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 23rd day of April, 1904.
(Signed) JOHN HASTINGS,
Solicitor for the Applicants.



MITSUBISHI GOSHI-KWAISHA.
(MITSUBISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address: "IWABAKI,"

which applies to all Branch Offices and Hong-

kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes

used.

All Letters Addressed—

MANAGER, MITSUBISHI CO., with name of

place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANY MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial

Japanese Navy and Foreign Navies; the

Imperial Armies; the Imperial Railway;

Sanyo, Kishu and other Principal Rail-

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila, North

China, Korea ports and America.

SOLE PROPRIETORS of Takashima,

Ochi, Shinjima, Namazawa and Kami-Yamada

Collieries and also Hojo Colliery, which will

be ready to produce on a large scale the best Buizen

Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)

and Matsushita Coals.

The Head and Branch Offices and the Agents

of the Company will receive any order for

Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted

to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam coal in

the EAST is now produced in abundance and

can be supplied in any quantity.

Hongkong, 26th April, 1904. [1099]

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

FOR ACCOUNT OF

Captain W. G. SIMPSON, R.M.,

on

FRIDAY,

the 29th APRIL, 1904, at 11.30 A.M., at No. 3,

CAMERON VILLAS, The Peak,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

contained therein.

Particulars as per Catalogues.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 26th April, 1904. [1100]

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

FOR ACCOUNT OF

Captain W. G. SIMPSON, R.M.,

on

FRIDAY,

the 29th APRIL, 1904, at 2.30 P.M., at No. 12,

HOLLYWOOD ROAD,

SUNDRY HOUSEHOLD AND OFFICE

FURNITURE, &c.,

Comprising:—

TABLES, CHAIRS, MARBLE-TOP

SIDEBOARD, CROCKERY, GLASS

WARE, WARDROBE with GLASS

DOORS, BEDSTEADS, MARBLE-TOP

DRESSING TABLE, and COPPER

COOKING UTENSILS;

OFFICE DESKS, Two COPYING

PRESSES, BOOK-SHELVES, GLASS

CASE, &c., &c.

3 IRON SAFES,

&c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 26th April, 1904. [1102]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF Major BRYAN, on FRIDAY, the 29th APRIL, 1904, at 2.30 P.M., at No. 12, KNUTSFORD TERRACE, Kowloon, THE WHOLE OF HIS HOUSEHOLD FURNITURE, contained therein. Particulars as per Catalogues. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 26th April, 1904. [1101]

THE Steamship

"NITHSDALE."

Captain Cameron, will be despatched for the

above port TO-MORROW, the 27th inst.,

afternoon.

For Freight, apply to

DODWELL & CO., LD.,

Agents.

Hongkong, 26th April, 1904. [1103]

COMPAGNIE DES MESSEAGERIES

MARITIMES.

PAQUEBOTS—POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Bourdon, will be despatched for the

above ports on or about MONDAY, the 2nd

May.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 26th April, 1904. [1104]

AMERICAN ASIATIC STEAMSHIP

COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA,"

will be despatched for the above ports on

THURSDAY, the 26th May.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 26th April, 1904. [1105]

FROM HAMBURG, BREMEN, ROTTER-

DAM, ANTWERP, PENANG AND

SINGAPORE.

THE H.A.L. Steamship

"STRASSBURG."

Captain Madsen, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

counter-signature by the Undersigned and to

take immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon,

To-day, the 25th inst.

Any Cargo impeding her discharge will be

loaded into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd May, will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 2nd May, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 26th April, 1904. [1096]

NOTICE.

HONGKONG GENERAL CHAMBER

OF COMMERCE.

THE ANNUAL GENERAL MEETING

of the Members of the Hongkong General

Chamber of Commerce will be held TO-

MORROW (WEDNESDAY), the 27th

APRIL, 1904, at 5.30 p.m., at the CHAMBER

ROOM, City Hall, for the purpose of receiving

the Committee's Report and Accounts for the

year ended 31st December, 1903, electing the

Committee for the ensuing year and transacting

general business.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 18th April, 1904. [1046]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL

MEETING of Members of the above

Club will be held in the CITY HALL, on

SATURDAY, the 30th APRIL instant, at

4 p.m.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 15th April, 1904. [1010]

LOCAL NOTICE TO MARINERS,

No. 42.

A Submerged Wreck off Cupehi Point.

NOTICE IS HEREBY GIVEN that the

Master of the British Steamer "YIK-

SANG" reports having, on the 21st instant,

passed a submerged wreck with mast showing

about 8 feet above water.

Black Mount N 32° E true 93 miles.

Black Rock N 71° W " 104 "

Cupehi Point N 204° E " 52 "

Lat. 22.43° Long. 116.33 East.

The wreck lies in 13 fathoms at low water

spring tides.

A. HOLZ,

Harbour Master.

Approved:

FRANK SMITH,

Acting Commissioner of Customs.

Custom House,

Stratow, 22nd April, 1904. [1099]

RUIBART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE CROUVES AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903. [150]

NOTICE TO ROWLOON RESIDENTS

EXTRA COPIES of Daily Press are on

sale daily at Mr. H. RUTONJEE'S

KOWLOON STORE, No. 36, Elgin Road

Hongkong, 22nd December, 1903. [3518]

INTIMATION

AN

ORGAN RECITAL

WILL BE GIVEN

BY

MR. A. G. WARD,

IN

ST. JOHN'S CATHEDRAL,

ON

FRIDAY, APRIL 29TH,

AT 5.15 P.M.

Vocalist:—

Mr. G. H. EDWARDS.

A Collection will be made in aid of the

Organ Fund.

Hongkong, 25th April, 1904. [1090]

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING

COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the SHAREHOLDERS of

the above Company will be held at the OFFICE

of the Company THIS DAY (TUESDAY),

the 26th day of APRIL, at Noon, for the purpose

of confirming the following Special Resolutions

which were passed at the Extraordinary General

Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.

(a) In Article 81 the words "Five Hundred

Dollars" shall be substituted for the words

"One Hundred and Fifty Dollars."

(b) In Article 102 the words "An Auditor"

shall be substituted for the words "Two

Auditors."

(c) In Article 103 the word "Auditor"

shall be substituted for the word "Auditors."

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to

THE HONGKONG LAND INVESTMENT AND

AGENCY COMPANY, LIMITED,

General Agents for

THE KOWLOON LAND AND BUILDING

COMPANY, LIMITED.

Hongkong, 26th April, 1904. [981]

HALL AND HOLTZ, LIMITED.

THE 12th ORDINARY GENERAL

MEETING of SHAREHOLDERS

will be held at the HEAD OFFICE of the

Company, No. 23, The Bund, Shanghai, on

SATURDAY, 30th APRIL, 1904, at 11 o'clock

A.M., when the report and accounts for the year

ended 29th February, 1904, will be presented.

The TRANSFER BOOKS of the Company

will be CLOSED from the 21st to 30th

APRIL, both days inclusive.

By Order,

E. R. PALMER,

Secretary.

Hongkong, 19th April, 1904. [1045]

NOTICE.

THE CHINA FIRE INSURANCE

COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th

August, 1894, of the Five Shares Nos.

14181/1419 in this Company, standing in

the name of Mr. MOK SE YEONG, of Hong-

kong, has been LOST, and if at the expiration

of One Month from the date hereof the above

document be not forthcoming, another Certificate

will be issued by the Company, and there-
after no other will be acknowledged.

Dated 4th

ROBINSON PIANO Co. LD.



\$100

REDUCTION

ON 11 UPRIGHT GRANDS

OF

OUR OWN MAKE

\$350 AND \$395.

TO MAKE ROOM FOR THE

OUTPUT FROM OUR

NEW

PIANO FACTORY

Cash OR Credit.

Hongkong, 6th April, 1904.

7640

THE

JOB PRINTING

DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REPLETE WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED

CATALOGUES,

CIRCULARS,

VISITING CARDS,

AND

COMMERCIAL

PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.

MACHINE RULING,

GOLD LETTERING,

AND

MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,

LEDGERS AND ACCOUNT

BOOKS

A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

INSURANCES

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... \$25,719
Total Losses Paid ... \$2,739,240

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERLIN & CO.
Hongkong, 13th May, 1903. [194]

NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.

TURNER & CO.,
Agents.
Hongkong, 23rd September, 1903. [267]

**NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1902,
£16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... £2,687,215 14 10

THE Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [188]

**THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903. [2160]

**UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED.**

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against FIRE at current
rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904. [1]

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

DOUGLAS LARPAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [29]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the MILITARY AUTHORITIES that
GUN PRACTICE will be carried out from
Lyemna (Pak-sha-wan Battery), on the night
of the 26th APRIL, 1904, in the direction
of the entrance to Junk Bay, at ranges from 600
to 2,000 yards, commencing about 7.15 P.M. and
finishing about 9.30 P.M., if the range is clear.
If the weather is unfavorable, practice will
not take place.

By Command, A. M. THOMSON,
Acting Colonial Secretary.
Colonial Secretary's Office.
Hongkong, 19th April, 1904. [1055]

和 HIM WO, 謙

CONTRACTOR,
HOUSE BUILDER, CARPENTER,
MASON AND PAINTER.
No. 30, Cochrane Street, Hongkong.
Hongkong, 23rd April, 1904. [1085]

5 DAYS ONLY.

THE fees for the "UP-TO-DATE
SHORTHAND" will be increased.

As the last day of April is on an early
closing day, and Sunday is the 1st of May, the
payment of \$50 to completion for the full course
of 21 lessons may be made not later than Mon-
day next. If you enrol before that date you
may take your lessons at your leisure—in a
month, or 6 months.

The dull pupil pays no more than the bright
one. Pupils must be perfect in the 1st lesson
before we supply a second.

It may be learned quite as well by post as
attending the Studios at Hongkong or Canton.

It is not a school or a class; you come for ten
minutes, take your lesson, and return smiling
for the next. It is so easy you laugh at its
simplicity. Those who say "It's no good," ask
them their authority. Those who say "It's a
fraud," ask for proof. Bring such sceptics to
me, please.

Business Training Studios, Hongkong

(near G.P.O.)

Canton—144, Shamoon.

WARWICK PEELE, Principal.

Hongkong, 25th April, 1904. [580-661]

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 22nd March.
About two years ago the Reichstag in a sud-
den access of the spirit of religious toleration
passed a bill repealing clause 2 of the anti-Jesuit
law which provides that individual members of
the Order of Jesus are permitted to reside in
Germany, but on sufferance only, and subject to
expulsion at the will of the Government, whether
they be of German or foreign nationality. The
news of this produced an outburst of indignation
from the majority of the population, including
many Roman Catholics; the ratification of the
bill by the federal council was consequently put
off until about a fortnight ago, when it was
officially announced that the Bundesrath had
given its sanction and that clause 2 had become
a thing of the past. Protestants and liberal-
minded Romanists alike were struck with dismay,
protests appeared from all quarters, meetings
were held, and the Press, with the exception of
the semi-official organs, who tried to gloss over
matters, was most emphatic in its condemnation
of the act. This feeling is spreading and gain-
ing strength every day in spite of the Cham-
cellor's (Herr von Balow) arguments in defence of
the measure in the Prussian Chamber last week.
At the first glance the repeal of clause 2 appears
harmless enough, as its effect will simply be to
protect German members of the order from ex-
patriation, whilst foreign ones are, as aliens,
still liable to be expelled the country at a mo-
ment's notice; but the public looks upon it as
the insertion of the thin end of the wedge which
none know so well how to drive home, when an
opportunity offers, as the Jesuits; it is regarded
as the first step towards the readmission of the
order into Germany. The Centre, or ultramoun-
tains, party in the Reichstag being the most
numerous and powerful one, with whom Govern-
ment has to reckon for the passing of any mea-
sure, the Chancellor is accused of pursuing a "do
ut des" policy, sacrificing the interests of
Protestantism and of free thought to momentary
expediency. A proof that the bill is not viewed
with favour even by Roman Catholics may be found
in the recent declaration made by Dr. Seidelwitz,
the Saxon Minister of Worship and Instruction,
in the Lower Chamber in Dresden last week: he
declared that the Saxon members of the federal
council had voted against the repeal of the clause
with the full consent of the king, who, although
belonging to the Church of Rome himself, had
graciously deferred to the wishes of his people,
and he (Dr. S.) trusted that they would all be
truly thankful to his Majesty for it. As far as
the kingdom of Saxony was concerned, art. 36 of
the constitution would remain in force, accord-
ing to which the settlement of religious orders,
notably of Jesuits, was not allowed. Even in-
dividual members of monastic bodies, I hear, are
not permitted to officiate; all this raises a
constitutional question not easy to be solved;
namely, whether the anti-Jesuit act of the Em-
pire has not *eo ipso* abrogated the former State
laws on the subject, or whether these have
simply lapsed in abeyance and now revive, after
the repeal of the clause. The eminent jurist
Prof. Baudig, of Leipzig, on being consulted, has
given it as his opinion that the constitutional
laws of the State remain in force, but in that
case a new difficulty presents itself, the funda-
mental laws of the empire guarantee to every
German the right to reside in any part of
the country he chooses (Freizügigkeit), and in-
dividual States could not well be permitted to
place any restrictions upon this. Another
question of still greater importance is being
eagerly discussed by the papers—Has the federal
council the power to ratify a bill passed several
years ago by the Reichstag, or has it not lapsed
by efflux of time? I should not be surprised,
however, if all this agitation led to nothing. I
have entered fully into the matter in order to
explain the feelings of the people on the subject,
as internal dissensions of this kind are apt to be
misunderstood abroad. Before, however, passing
on to other subjects I would mention that in this
town, too, a meeting was held on Sunday after-
noon, convened by the "Protestanten Verein,"
to protest against the action of the Government.
It was crowded, and the addresses delivered were
emphatic and of no uncertain sound. Herr Von
Bulow's assertion in the Chamber, that his object
was to permanently ensure peaceful relations be-
tween Protestants and their Roman Catholic
fellow subjects, removing as much as he could all
points of friction, was pronounced a fallacy, for
peace would never reign where Jesuits exercised
the least influence.

Delegates from the committees of nearly all
the German Stock Exchanges met yesterday in
the capital at the invitation of the Berlin Stock
Exchange, for the purpose of discussing the

draft of the Government Borsengesetz Amend-
ment Bill, mentioned in one of my previous
letters. The Chairman in opening the proceed-
ings said that it was matter for congratulation
that those in power had come to see at last how
injurious the effect of that Borsengesetz had
been on the financial business of the country
and on commercial morality, but that the altera-
tions proposed by no means met the exigencies
of the case. He enlarged on several points
stating that from private information he had
received, Government was prepared to consider
any suggestions they or others might make. A
discussion then ensued showing great unanimity
on almost every point, and a committee was
appointed to consist of the representatives of the
Stock Exchanges of Berlin Frankfurt-a-M.,
and Hamburg with instructions to draw up a
paper embodying the wishes, views, and sug-
gestions of the meeting, for transmission to the
Chancellor.

The annual meeting of the Association of
German Commercial Employees took place last
week in Berlin. After the report had been
read and passed as very satisfactory, the number
of members having increased considerably dur-
ing the year, and the balance-sheet submitted
showing the financial position to be a sound one,
various matters came up for discussion, amongst
others the creation of commercial courts for the
settlement of disputes between principals and
their clerks, which has for some time
occupied the attention of the Government.
The meeting approved of the declared neces-
sary resolutions were passed, bearing a somewhat
socialistic character, for instance, that the
hours of work in offices and shops be regulated
by Government. Sundays to be entirely free,
or where this should prove impracticable work to
cease at the latest at noon, that special inspec-
tors be appointed to see that laws and regula-
tions in favour of the employees be strictly ob-
served, instead of this being left to the police as
hitherto. The endeavours of the authorities in
the different States to promote continuation
schools were gratefully acknowledged, but an
extension of the movement was declared neces-
sary, whilst the attendance at the day and evening
classes should be made compulsory for all
youths and girls under the age of eighteen.
The creation of pension, &c. funds by the State
was also strongly advocated.

The cotton trade of the world has received a
severe shock by the suspension of payment on
the part of the great American operator Mr.
Sully on Friday last. On the publication of
the news in the afternoon the scene on the New
York exchange is said to have been descrip-
tive of a battle, and after the session was
over the floor of the hall was strewn
with debris. During the first half of the week-
pines in New York had already dropped about
2 cents a pound, they now fall another 2 cents,
but rallied about 1 cent before the close. A sense
of relief has been experienced everywhere at the
removal from the scene of action of one of the
principal disturbers of the peace, and as no
further failures of consequence were reported,
Liverpool after a drop of about 40 points at
the opening, recovered some twenty points on
Saturday, the trade showing some disposition
to profit by the break in the market. Yesterday a smart rebound occurred, but to-day
the advance has once more been lost on the
news that Mr. Sully's offer to pay 40 per cent.
cash and 60 per cent. within two years had been
refused by his creditors.

ROWLAND'S MACASSAR OIL FOR THE HAIR

Preserves, Beautifies, Nourishes It.
Nothing equals it. 410 years proves this.
Gold Medal Colour for Fair Hair.
Of Stores, Chemists, Hairdressers.

GRACE & CO.
FOREIGN AND COLONIAL STAMP
DEALERS.

No. 58, PRINCE STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Are also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [331]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE
AND KYNOC'S SHOOTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE GULLED SHOT in
all Sizes, Nos. 10 to 5555. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
HONGKONG, 25th November, 1902. [103]

JAPAN COALS.

mitsui BUSSAN KAISHA mitsui & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDING, 108, HOUSE STREET

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimane, Moji, Wakamatsu, Kanatsu, Nagasaki,
Kuchindom, Sasebo, Maidaura, Aikawa, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 C-4)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
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SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanda, Fujiyama, Mameda, Manna, Onoda, Onaji,
Sasahara, Tsubakuro, Yesimatsu, Yonishi, Yonokibara, and other Coals.
N. INUZUKA, Manager, Hongkong

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

**MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.
HOTEL**

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly
Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.
and Mrs. Newirth.

BAR

Under the direction of American mixologist. Anything you want served promptly
and pleasantly.

BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in
attendance.

STABLES.

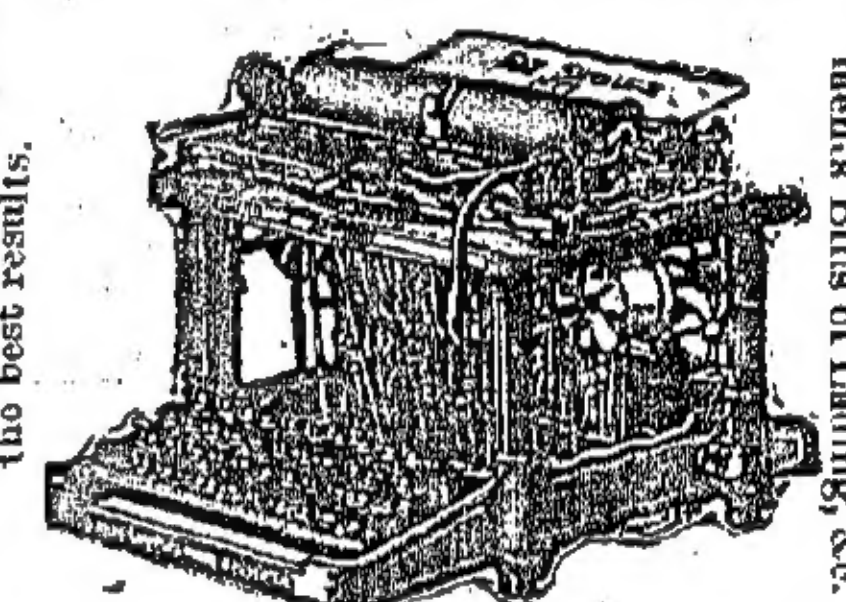
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast
horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO., PROPRIETORS.

FAY-SHOLES TYPEWRITER.

Model No. 7 Writes 88 Characters.

THE best and most complete Machine on the
market, can be fitted with special
carriage to take paper up to 16 inches wide.



Agents for South China,
W. BREWER & CO.,
Hongkong.

Hongkong, 13th April, 1904. [196]

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTAMM & CO.,
Sole Agents for China.
Hongkong 1st July, 1902. [280]

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron
Molder charges. Work collected.
J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903. [78]

BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES

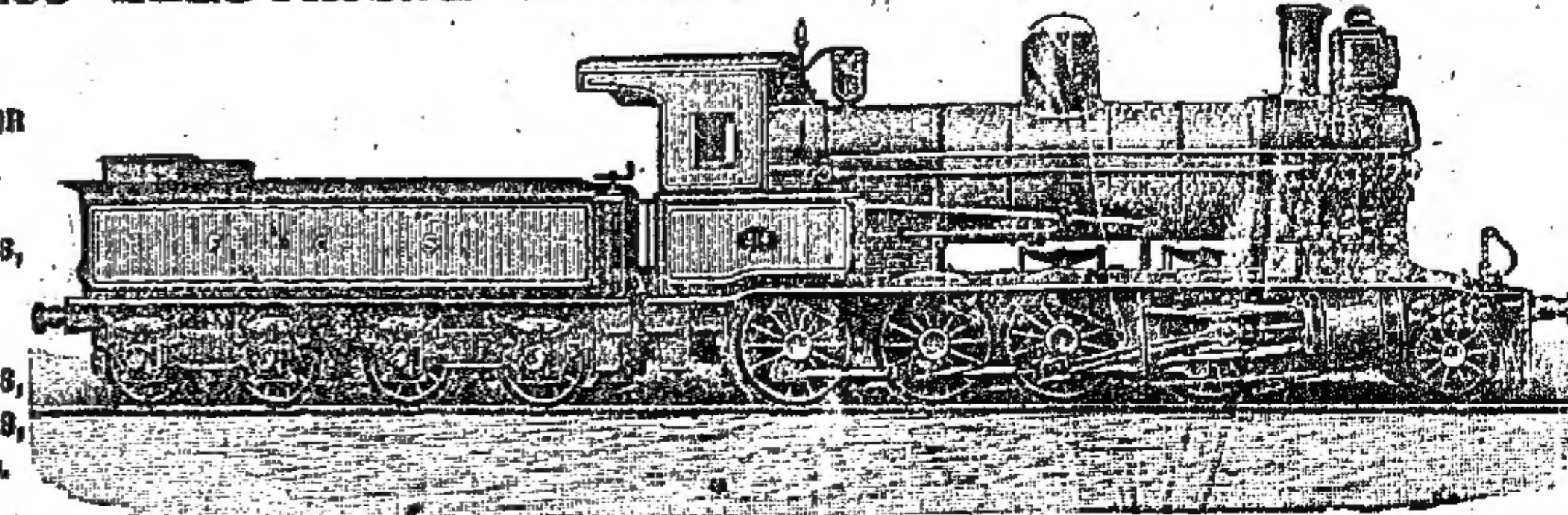
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.

Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR
LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES,
YARD ENGINES, &c.

WHEEL AND OTHER LATHES,
MILLING MACHINES, DRILLS,
PLANERS, SLOTTERS, &c.



EMERY GRINDING MACHINES
A SPECIALITY.

ALL TOOLS ELECTRICALLY
DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES
AND MACHINE TOOLS ARE
MADE ACCURATELY TO
STANDARD GAUGES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

SHIPPING.

| ARRIVALS. | |
|--|--|
| April 24, BRANG, British str., 1,127, Bichard, Tientsin 15th April, General.—JARDINE, MATHESON & Co. | |
| April 24, HATCHING, British str., 1,267, A. E. Hodgins, Foochow via Amoy 23rd April, General.—DOUGLAS LA PRAIK & Co. | |
| April 24, KATANA, British str., 2,159, James McBride, Moji 18th April, Coal.—BRADLEY & Co. | |
| April 24, MELITA, French str., 784, Le Prevot, Kwangchow 23rd April, Salt.—BRADLEY & Co. | |
| April 24, SANO MARU, Japanese str., 3,816, Geo. Anderson, Singapore 14th April.—NIPPON YUSEN KAISHA. | |
| April 25, BORNEO, German str., 2,168, E. Muhle, Sandakan 21st April, General and Timber.—MELCHERS & Co. | |
| April 25, CROWN OF ARRAGON, British str., 1,474, Jno. G. Dordard, Cardiff 9th March, Coal.—GILMAN & Co. | |
| April 25, HONGKONG, French str., 750, A. Suzonni, Haiphong and Hoihow 24th April, General.—A. R. MARTY. | |
| April 25, LOKKANG, British str., from Canton. April 25, RUN, British str., 1,511, R. W. Almond, Manilla 22nd April, General.—SHEWAN, TOMES & Co. | |
| April 25, SHACHING, British str., from Canton. April 25, STRASSBURG, German str., 3,205, Madison, Hamburg and Singapore 19th April, General.—HAMBURG-AMERIKA LINE. | |
| April 24, SONGKIANG, British str., 1,921, John Robinson, Manila 22nd April, General.—BUTTERFIELD & SWIRE. | |
| April 24, TRESTA, British str., 3,425, A. M. Hunt, S.S. Yokohama and Moji 20th April, Coal.—JARDINE, MATHESON & Co. | |
| April 25, WHAMPOA, British str., from Canton. April 25, YUENKANG, British str., 1,128, P. H. Rolfe, Manila 22nd April, General.—JARDINE, MATHESON & Co. | |

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
25th April.
Cowrie, British str., for Foochow.
Sensen, German str., for Hoihow.
Shachsing, British str., for Shanghai.

DEPARTURES.

24th April.
ABROW, British 4-m. barque, for Chili.
BANCA, British str., for Shanghai.
BATAVIA, German str., for Bangkok.
EMPIRE, British str., for Shanghai.
25th April.
CHENAN, British str., for Shanghai.
HANGSANG, British str., for Canton.
HOIHOW, British str., for Shanghai.
ICHANG, British str., for Canton.
FRONTO, Norwegian str., for Bangkok.
TRESTA, British str., for Singapore.
TAIWAN, British str., for Canton.
CRESSY, British cruiser, for Mrs Bay.
RINALDO, British cruiser, for Sandakan.
VENGEANCE, British battleship, for Mrs Bay.

VESSELS IN DOCK.

25th April.
A. WERDEN DOCKS.—H. I. G. M. S. Moewe, Aden, Bremen, Tientsin, Kinsai, Hainan, Seward, Vasco da Gama, Agnew, Taiping, COSMOPOLITAN DOCK.—Indra, Indrali.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship

"HATCHING."

Captain Hodgins, will be despatched for the above ports TO-DAY, the 26th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LA PRAIK & CO., General Managers.
Hongkong, 25th April, 1904. [1094]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"BAYERN."

Captain H. Formes, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars apply to MELCHERS & CO., Agents.
Hongkong, 23rd April, 1904. [5]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIEST (DIRECT),
Calling at SINGAPORE, PENANG,
RANGOON, COLOMBO, ADEN,
SUZ and PORT SAID.
(Taking Cargo at through rates to the Brazils,
to South Africa, Red Sea, Black
Sea, Levant, Venice and Adriatic
Ports.)

THE Company's Steamship

"FRANZ FERDINAND."

Captain Matovich, will be despatched as above on THURSDAY, the 28th inst., P.M.
For information as to Passage and Freight, apply to
SANDEL, WIELER & CO.,
Princes Building.
Hongkong, 23rd April, 1904. [3]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Capt. Wm. Robinson, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class ... \$300 for Single journey
2nd ... 150
Meals ... 100 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [577]

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---------------|-------------|-----------------|-------------------------|---------------------|
| LONDON & ANTWERP, via SINGAPORE, &c. | PALAWAN | Brit. str. | J. D. Andrews | P. & O. S. N. Co. | About 27th inst. |
| LONDON &c. via PORTS OF CALL. | MALTA | Brit. str. | C. L. Daniel | P. & O. S. N. Co. | 7th May, at Noon. |
| LONDON & ANTWERP (via SUEZ CANAL) | BRANDER | Brit. str. | Malatosh | GIBB, LIVINGSTON & Co. | About 7th May. |
| LONDON & ANTWERP | ANTHONY | Brit. str. | | BUTTERFIELD & SWIRE | 10th May. |
| LONDON & ANTWERP | ALCANTARA | Brit. str. | | BUTTERFIELD & SWIRE | 24th May. |
| LONDON & ANTWERP | THOMAS | Brit. str. | | BUTTERFIELD & SWIRE | 7th June. |
| MARSEILLES, &c. via PORTS OF CALL. | ANNA | Brit. str. | R. Girard | MESSAGERIES MARITIMES | 3rd May, at 1 P.M. |
| BREMEN, via PORTS OF CALL | P. HEINRICH | Ger. str. | R. Heintze | MELCHERS & Co. | To-morrow, Noon. |
| HAVRE & HAMBURG | ANTENIO | Ger. str. | Gronmeyer | HAMBURG-AMERIKA LINE | 12th May. |
| HAVRE, BREMEN & HAMBURG | MARBURG | Ger. str. | Stern | HAMBURG-AMERIKA LINE | 17th May. |
| HAVRE & HAMBURG | STRASSBURG | Ger. str. | Madsen | HAMBURG-AMERIKA LINE | 31st May. |
| HAVRE & HAMBURG | SEGOVIA | Ger. str. | Förck | HAMBURG-AMERIKA LINE | 14th June. |
| HAVRE & HAMBURG | NURNBERG | Ger. str. | Jaburg | HAMBURG-AMERIKA LINE | 8th June. |
| TRIESTE, &c. via SINGAPORE, &c. | F. FERDINAND | Aus. str. | Matovich | SANDEL, WIELER & Co. | 28th inst., P.M. |
| GENOA, MARSEILLES & LIVERPOOL | ACHILLES | Brit. str. | | BUTTERFIELD & SWIRE | 10th May. |
| GENOA, MARSEILLES & LIVERPOOL | DEUCALION | Brit. str. | | BUTTERFIELD & SWIRE | 14th June. |
| NEW YORK, via PORTS & SUEZ CANAL | SHIMOSA | Brit. str. | | DODWELL & Co., Ltd. | About early May. |
| NEW YORK, via SUEZ CANAL | RAS ISSA | Brit. str. | | SHEWAN, TOMES & Co. | 26th May. |
| YANCOUVER, via SHANGHAI, &c. | ATHENIAN | Brit. str. | | CANADIAN PACIFIC R. Co. | To-morrow. |
| YANCOUVER, via SHANGHAI, &c. | E. OF JAPAN | Brit. str. | | CANADIAN PACIFIC R. Co. | 11th May. |
| VICTORIA (B.C.) & SEATTLE via N.Y., &c. | SHAWMUT | Brit. str. | W. M. Smith | BUTTERFIELD & SWIRE | 17th May. |
| VICTORIA (B.C.) & TACOMA via JAPAN | SHAN | Brit. str. | | DODWELL & Co., LIMITED | 21st May. |
| AUSTRALIAN PORTS | EMPIRE | Brit. str. | Holms | BUTTERFIELD & SWIRE | 9th May. |
| YOKOHAMA, via SHANGHAI, MOJI & KOBE | PERA | Brit. str. | A. L. Valentini | GIBB, LIVINGSTON & Co. | 11th May, Noon. |
| SHANGHAI | NICHOLSON | Brit. str. | Cameron | P. & O. S. N. Co. | To-morrow, a noon. |
| SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA | WHAMPOA | Brit. str. | | BUTTERFIELD & SWIRE | To-day. |
| SHANGHAI, KOBE & YOKOHAMA | BAYERN | Ger. str. | H. Formes | MELCHERS & Co. | Quick despatch. |
| SHANGHAI | E. SIMONS | Frans. str. | Bourdon | MESSAGERIES MARITIMES | About 2nd May. |
| SHANGHAI | SIMLA | Brit. str. | F. B. Summers | P. & O. S. N. Co. | About 8th May. |
| FOCHOW, via SWATOW & AMOY | TRIUMPH | Jap. str. | A. Hansen | OSAKA SHOSHEN KAISHA | To-morrow, 10 A.M. |
| TAMSU, via SWATOW & AMOY | M. STRUYE | Jap. str. | T. Brandt | OSAKA SHOSHEN KAISHA | 1st May, 10 A.M. |
| ANPING, via SWATOW & AMOY | T. BRANDT | Jap. str. | H. A. Haraldsen | OSAKA SHOSHEN KAISHA | 8th May, 10 A.M. |
| SWATOW, AMOY & FOCHOW | TRITON | Jap. str. | H. Krafft | OSAKA SHOSHEN KAISHA | 4th May, 10 A.M. |
| MANILA | HAICHING | Brit. str. | Hodgins | DOUGLAS LA PRAIK & Co. | To-day, at 10 A.M. |
| MANILA DIRECT | SUNGKIANG | Brit. str. | | BUTTERFIELD & SWIRE | 29th inst. |
| MANILA | RUBI | Brit. str. | R. W. Almond | SHEWAN, TOMES & Co. | 30th inst., 10 A.M. |
| MANILA | SHAWMUT | Brit. str. | W. M. Smith | DODWELL & Co., Ltd. | About 3rd May. |
| MANILA DIRECT | ZAFIRO | Brit. str. | R. Rodger | SHEWAN, TOMES & Co. | 7th May, 10 A.M. |
| MANILA | EMPIRE | Brit. str. | Holms | GIBB, LIVINGSTON & Co. | 11th May, at Noon. |
| CEBU & ILOILO | WECHANG | Brit. str. | | BUTTERFIELD & SWIRE | 28th inst. |

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 P.M., the Company's Steamship "ANNA," Captain R. Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line a.s. "Nora," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 21st April, 1904. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"EMPIRE."
Captain Helms, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st April, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th April, 1904. [1032]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, 83 each way. Second-class, \$150 each way. Meals, \$1 each. Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central.
Hongkong, 15th March, 1904. [37]

HAMBURG-AMERIKA LINE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES |
|-----------------|------------------------------------|------------------------------------|
| ARTEMISIA | HAVRE and HAMBURG | On 12th May. Freight. |
| Capt. Gronmeyer | (Calling at Singapore and Colombo) | |
| MAEBURG | HAVRE, BREMEN and HAMBURG | On 17th May. Freight. |
| Capt. Stern | (Calling at Singapore and Penang) | |
| STRASSBURG | HAVRE and HAMBURG | On 31st May. Freight & Passengers. |
| Capt. Madsen | (Calling at Singapore and Colombo) | |
| SEGOVIA | HAVRE and HAMBURG | On 14th June. Freight. |
| Capt. Förck | (Calling at Singapore and Penang) | |
| NURNBERG | HAVRE and HAMBURG | On 28th June. Freight. |
| Capt. Jaburg | (Calling at Singapore and Colombo) | |

For Further Particulars, apply to
HAMBURG-AMERIKA LINE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR

PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

"ARABIA" 4,483
"AFAGANIA" 5,198
"NUMANIA" 4,370

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904. [114]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,852 Tons..... WEDNESDAY, 27th April.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons..... WEDNESDAY, 11th May.

R.M.S. "TAMAR" 4,425 Tons..... SATURDAY, 21st May.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons..... WEDNESDAY, 1st June.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons..... WEDNESDAY, 22nd June.

Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.

" " Intermediate or Steamer, } 240. " " 242.

" " and 1st Class Rail }

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

6.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|---------------|----------------|---------------------------|
| EUBI | 2540 | R. W. Almond | Manila direct. | Sat., 30th April, 10 A.M. |
| ZAFIRO | 2540 | R. Rodger | Manila direct. | Sat., 7th May, 10 A.M. |
| PERLA | 1980 | A. H. Nottley | | |

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 25th April, 1904. [16]

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|----------------|-------------------------|
| SHAWMUT | 9,606 | W. M. Smith | Saturday, May 21st |
| TREMONT | 9,606 | T. W. Garlick | Tuesday, June 28th |
| LYRA | 4,417 | G. V. Williams | Thursday, August 4th |
| SHAWMUT | 9,606 | W. M. Smith | Thursday, September 1st |
| TREMONT | 9,606 | T. W. Garlick | Saturday, October 1st |

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

| | | | |
|--------------|-------------|---------------|-----------------|
| S.S. SHAWMUT | 9,606 tons. | W. M. Smith | About 3rd May. |
| S.S. TREMONT | 9,606 tons. | T. W. Garlick | About 8th June. |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 18th April, 1904.

DODWELL & CO., LIMITED,
GENERAL AGENTS.

[7]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).

LONDON, &c.

SHANGHAI

For further Particulars, apply to

Hongkong, 26th April, 1904.

E. A. HERWITT,
Superintendent.

[1]

OSAKA SHOSHEN KAISHA

